

Revision: 11
Date: 06/16/2008

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WASHINGTON, D.C.**

MASTER MINIMUM EQUIPMENT LIST

**Beechcraft
King Air 90**

Applicable to 3A20 TCDS Models:
65-90 / 65-A90 / B90 / C90 / E90 / C90A / C90GT / C90GTi

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HIGHLIGHTS OF CHANGE			
	Revision 11 adds applicability for the Model C90GTi to this MMEL. Definitions updated IAW PL-25, Revision 13.		
21-2-2	Update applicability for C90GTi.		
22-3	Update Autopilot Disconnect IAW PL-93 and address 2 level multifunction AP/YD/DISC Trim switches.		
23-1-1	Add relief for Ground Communication Power.		
23-2	Add “system” to item and (includes audio amp.) descriptor.		
23-3-1	Change to category “C” IAW PL-9		
23-4	Update CVR relief IAW PL-29		
23-9	Add relief for boom microphone IAW PL-58		
23-10	Add ELT relief IAW PL-120		
25-2-2	Add relief for passenger seat armrest IAW PL-79.		
25-4	Moved ELT to Chapter 23 IAW PL-120		
25-5	Removed relief for Passenger Convenience Items IAW PL-116		
25-6	Change format of Remarks to comply with PL-31 and remove (O).		
25-7	Update First Aid Kit IAW PL-73		
25-9	Add relief for waste receptacles IAW PL-96.		
25-10	Add relief for Exterior Lavatory Door Ashtrays IAW PL-85 & PL-116.		
25-11	Add relief for Storage Compartments/Closets IAW PL-104		
25-12	Add relief for Cargo Restraint Systems IAW PL-100		
25-13	Add relief for Pyrotechnic Signal.		
27-4	Update applicability for C-90GTi.		

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HIGHLIGHTS OF CHANGE			
28-2	Update applicability for C90GTi.		
28-5	Update applicability for C90GTi.		
28-9	Update applicability for C90GTi.		
28-10	Deleted relief for fuel Crossfeed Light because the light is essential to detecting a fuel boost pump failure per Emergency Procedures.		
28-12	Add (M) procedure to check cause and take appropriate action.		
31-3	Add relief for FDR IAW PL-87.		
33-1	Change Remarks and (O) for Cabin Light System to latest guidance.		
33-5	Add relief to Wing Ice Inspection Light for day operation.		
34-1,2,3,4,5,6,7	Update applicability for Proline 21 installation.		
34-5	Revise remarks to clarify requirements and format IAW PL-31.		
34-8	Update Radar Altimeter relief to address affected equipment.		
34-10-2	Add item to update ATC Transponder IAW PL-76.		
34-15	Update applicability for Proline 21 installation.		
34-17	Update applicability for Proline 21 installation.		
34-18	Add AHRS to remarks of Magnetic Compass relief.		
34-20	Update TCAS II IAW PL-32.		
34-26	Update applicability for Proline 21 installation.		
34-30	Add relief for EFIS-84 MFD.		
35-1	Changed Passenger Oxygen System to specify relief for system and for individual Passenger Oxygen Masks.		
35-2	Add relief for PBE IAW PL-42		

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HIGHLIGHTS OF CHANGE

- | | |
|------|----------------------------------|
| 46-1 | Add relief for EFB IAW PL-121 |
| 46-2 | Add relief for IFIS-5000 system. |
| 61-1 | Update applicability for C90GTi. |

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DEFINITIONS		

1. System Definitions.

System numbers are based on the Air Transport Association (ATA) Specification and items are numbered sequentially.

a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column.

b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.

c. "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

NOTE: Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the Administrator.

d. "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.

e. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

2. "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM/RFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.

3. "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. When the listed item is not required by FAR it may be inoperative for the time specified by repair category.

4. Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

NOTE: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.

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5. "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.

6. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.

7. "ER" refers to extended range operations of a two-engine airplane which has a type design approval for ER operations and complies with the provisions of Advisory Circular 120-42A.

8. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.

9. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.

10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).

11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.

12. "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).

13. "Notes:" in Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.

14. Inoperative components of an inoperative system: Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).

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15. "(M)" symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.

16. "(O)" symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as a part of the operator's manual or MEL.

NOTE: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by the Administrator.

17. "Deactivated" and "Secured" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.

18. "Visual Flight Rules" (VFR) is as defined in FAR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

19. "Visual Meteorological Conditions" (VMC) means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.

20. "Visible Moisture" means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.

21. "Passenger Convenience Items" means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.

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22. Repair Intervals: All users of an MEL approved under FAR 121, 125, 129 and 135 must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL.

Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

Category C. Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10 day interval would begin at midnight the 26th and end at midnight February 5th.

Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.

The letter designators are inserted adjacent to Column 2.

23. Electronic fault alerting system – General

New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Each aircraft manufacturer has incorporated individual design philosophies in determining the data that would be represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status. When preparing the MEL document, operators are to select the proper Definition No. 23 for their aircraft, if appropriate.

NO CUSTOMIZED DEFINITIONS OF FAULT ALERTING ARE APPLICABLE TO THE KING AIR 90 AIRCRAFT.

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24. "Administrative control item" means an item listed by the operator in the MEL for tracking and informational purposes. It may be added to an operator's MEL by approval of the Principal Operations Inspector provided no relief is granted, or provided conditions and limitations are contained in an approved document (i.e. Structural Repair Manual, airworthiness directive, etc.). If relief other than that granted by an approved document is sought for an administrative control item, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an administrative control item.

25. "****" symbol in Column 1 indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the operator's MEL after the approving office has determined that the item has been installed on one or more of the operator's aircraft. The symbol, however, shall not be carried forward into the operator's MEL. It should be noted that neither this policy nor the use of this symbol provide authority to install or remove an item from an aircraft.

26. "Excess Items" means those items that have been installed that are redundant to the requirements of the FARs.

27. "Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the aircraft maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D."

28. "Considered Inoperative", as used in the provisos means that item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item shall not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.

29. "Is not used" in the provisos, remarks or exceptions for an MMEL item may specify that another item relieved in the MMEL "is not used." In such cases, crewmembers should not activate, actuate, or otherwise utilize that component or system under normal operations. It is not necessary for the operators to accomplish the (M) procedures associated with the item. However, operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used to inform crewmembers that a component or system is not to be used under normal operations.

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30. Nonessential equipment and furnishings (NEF) are those items installed on the aircraft as part of the original certification, supplemental type certificate, or engineering order that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that if inoperative, damaged or missing have no effect on the aircraft's ability to be operated safely under all operational conditions. These nonessential items may be installed in areas including, but not limited to, the passenger compartment, flight deck area, service areas, cargo areas, crew rest areas, lavatories, and galley areas. NEF items are not items already identified in the MEL or CDL of the applicable aircraft. They do not include items that are functionally required to meet the certification rule or for compliance with any operational rule. Operator's NEF process shall not provide for deferral of items within serviceable limits identified in the manufacturer's maintenance manual or operator's approved maintenance program such as wear limits, fuel/hydraulic leak rates, oil consumption, etc. Cosmetic items that are fully serviceable but worn or soiled may be deferred under an operator's NEF process

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The following is applicable for authorized certificate holders operating under Federal Aviation Regulations (FAR) Parts 121, 125, 129, 135: The FAR require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety. A Master Minimum Equipment List (MMEL) is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the Administrator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved and authorized, permits operation of the aircraft with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of FAR requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aircraft not listed on the MMEL must be operative.

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that an acceptable level of safety is maintained.

The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment.

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PREAMBLE Effective 06/14/1989			

The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by FAR. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations, do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative.

When these requirements are met, an Airworthiness Release, Aircraft Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by FAR. Such documentation is required prior to operation with any item of equipment inoperative.

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationships between those items and the effect on aircraft operation and crew workload will be considered.

Operators are to establish a controlled and sound repair program including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

WHEN USING THE MEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS, AND THE CONDITIONS AND LIMITATIONS SPECIFIED IN THE MEL IS REQUIRED.

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Guidelines for (O) & (M) Procedures		

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for the following items. These procedures must be established by the operator. The following guidelines are to help establish these required procedures:

21-1	(M)	Requires operator to develop a maintenance procedure to determine cause of malfunction and take appropriate action.
	(O)	Requires operator to develop an operational procedure to ensure compliance with regulations, operational requirements and passenger briefing information for unpressurized flight.
21-2-1	(M)	Requires operator to develop a maintenance procedure to assure bleed air shutoff valve is secured in closed position.
21-2-2	(M)	Requires operator to develop a maintenance procedure to assure bleed air shutoff valve(s) are secured in closed position.
	(O)	Requires operator to develop an operational procedure to ensure compliance with regulations, operational requirements and passenger briefing information for unpressurized flight.
21-2-3	(M)	Requires the operator to develop a maintenance procedure to verify the effected valve(s) is secured in the closed position.
21-4	(M)	Requires the operator to develop a maintenance procedure to assure safety valve is secured open.
	(O)	Requires operator to develop an operational procedure to ensure compliance with regulations, operational requirements and passenger briefing information for unpressurized flight.
21-5	(O)	Requires operator to develop an operational procedure to ensure compliance with regulations, operational requirements and passenger briefing information for unpressurized flight.
21-6		
21-8		
21-9		

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21-12	(M)	Requires the operator to develop a maintenance procedure to assure no fuel leak or mechanical/electrical fault will cause a fire or additional damage.			
21-15	(M)	Requires the operator to develop a maintenance procedure to inspect the air conditioning system to insure there is no interference with aircraft operation and system is deactivated.			
21-16	(O)	Requires an operations procedure to record heater time.			
22-1	(M)	Requires the operator to develop a maintenance procedure to assure no electrical or mechanical fault exists that will have an adverse effect on any flight control function.			
22-2	(M)	Requires the operator to develop a maintenance procedure to assure no electrical or mechanical fault exists that will have an adverse effect on any flight control function.			
22-3	(M)	Requires the operator to develop a maintenance procedure to assure no electrical or mechanical fault exists that will have an adverse effect on any flight control function.			
23-3-1	(O)	Requires the operator to develop an operations procedure to specify how passengers will be briefed.			
23-8	(O)	Requires the operator to develop an operations procedure to insure the SATCOM System operates normally.			
23-10-2-a	(M)	Requires the operator to develop a procedure to disconnect the remote switch from the ELT and manually arm the ELT per the manufacturer instructions. Care must be exercised to insure the G-Switch is NOT disabled.			
25-6	(M)	Requires the operator to develop a maintenance procedure to deactivate and secure affected effected equipment.			
25-9	(O)	Requires the operator to develop an operations procedure to ensure all in-flight waste is stored and disposed appropriately.			
25-11	(O)	Requires the operator to develop an operations procedure to ensure affected compartment remains closed and empty.			
25-12	(M)	Requires the operator to develop a maintenance procedure to insure available cargo restraint is acceptable for use.			

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Guidelines for (O) & (M) Procedures

27-3	(M)	Requires the operator to develop a maintenance procedure to assure failure of electric trim will not interfere with operation of manual trim.
28-4	(O)	Requires the operator to develop an operations procedure to assure the quantity of fuel on board meets the regulatory requirements for the intended flight.
28-6	(M)	Requires the operator to develop a maintenance procedure to determine cause of malfunction and take appropriate action.
28-7	(O)	Requires the operator to develop an operations procedure to assure the quantity of fuel on board meets the regulatory requirements for the intended flight.
28-8	(O)	Requires the operator to develop an operations procedure to assure the quantity of fuel on board meets the regulatory requirements for the intended flight. Flight must be planned using main wing fuel quantity only.
28-9	(O)	Requires the operator to develop an operations procedure to assure the quantity of fuel on board meets the regulatory requirements for the intended flight. Flight must be planned considering 28 gallons unusable fuel on associated side.
28-12	(M)	Requires the operator to develop a maintenance procedure to determine cause of malfunction and take appropriate action.
31-2	(O)	Requires an operations procedure to record flight time.
32-1	(M)	Requires the operator to develop a maintenance procedure to determine cause of malfunction and take appropriate action.
32-2	(O)	Requires the operator to develop an operations procedure to prevent movement of the aircraft when parked or stopped.
33-1	(O)	Operations procedure to identify minimum sufficient operative lighting for the crew to perform required duties and for passengers to locate items and move safely about the cabin during night operations.
33-10	(O)	Requires the operator to develop an operations procedure to appropriately brief the passengers.
34-8	(O)	Alternate procedures for terrain clearance awareness and approach minimums with the radar altimeter inoperative.

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Guidelines for (O) & (M) Procedures

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| 34-17 | (O) | Operations procedure to insure autopilot and altitude hold is operative, and enroute operations do not require its use. |
| 34-19 | (M) | Maintenance procedure to deactivate and secure the system. |
| | (O) | Operations procedures to ensure enroute and approach procedures do not require its use. |
| 34-20 | (M) | Maintenance procedure to deactivate and secure the system. |
| 34-20-1 | (O) | Operations procedure to ensure TA and RA display is visible to the non-flying pilot and audio functions are operative on flying pilot side. |
| 34-20-2 | (O) | Operations procedure to ensure non-flying pilot monitors pilot's display. |
| | (O) | Operations procedure to ensure TA ONLY mode is selected and all TA functions/elements are operative. |
| 34-20-3 | (O) | Operations procedure to ensure all RA display/functions are operative. |
| 34-21 | (O) | Operations procedure to ensure pilot planning and awareness of terrain clearance. |
| 34-21-1 | (O) | Operations procedure to ensure alternate procedures are established and used for inoperative GPWS. |
| 34-21-1-a | (O) | Operations procedure to ensure alternate procedures are established and used for inoperative mode(s). |
| 34-21-1-b | (O) | Operations procedure to ensure alternate procedures are established and used for inoperative GPWS. |
| 34-21-1-d | (O) | Operations procedure to ensure alternate procedures are established and used for inoperative advisory callout(s). |
| 34-21-1-e | (O) | Operations procedure to ensure alternate procedures are established and used for inoperative windshear mode. |
| 34-21-2 | (O) | Operations procedure to ensure alternate procedures are established and used for inoperative FLTA/PDA mode. |
| 34-24 | (O) | Operations procedure to verify status and suitability of Navigation Facilities used for route of flight. |
| 34-25 | (O) | Operations procedure to verify status and suitability of Navigation Facilities used for route of flight. |

Guidelines for (O) & (M) Procedures

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|--------|-----|--|
| 34-30 | (O) | Operations procedure to verify the MPU is operative. |
| 46-1 | (O) | Procedure for alternate means to provide flight operating information in current and appropriate form accessible for each flight at the pilot station. |
| 46-1-1 | (O) | Procedure to ensure adequate backup or Battery Power Supply is available to operate the EFB for the entire flight duration. |
| 46-1-2 | (M) | Procedure to secure Mounting Device in an acceptable location or remove it from the aircraft. |
| | (O) | Procedure for alternate means to provide flight operating information in current and appropriate form accessible for each flight at the pilot station if the normal use of the EFB is not available. |
| 46-1-3 | (O) | Procedures for alternate means to operate the EFB without automatic data input. |
| 46-2-1 | (O) | Operations procedure to ensure alternate procedures are established and used for aeronautical information. |
| 46-2-2 | (O) | Operations procedure to ensure alternate procedures are established and used for aeronautical information. |
| 46-2-3 | (O) | Operations procedure to ensure alternate procedures are established and used for information from inoperative data link. |
| 46-2-4 | (O) | Operations procedure to ensure alternate procedures are established and used for information from inoperative data link. |
| 52-1 | (O) | Requires operator to develop an operational procedure to ensure compliance with regulations, operational requirements and passenger briefing information for unpressurized flight. |

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	2. NUMBER INSTALLED					
	3. NUMBER REQUIRED FOR DISPATCH					
	4. REMARKS AND EXCEPTIONS					
21 AIR CONDITIONING						
1. Cabin Supercharger (65-90, 65-A90, B90)	C	1	0	(M)(O) May be inoperative for unpressurized flight.		
2. Bleed Air Shutoff Valve(s)						
1) Model B-90	C	1	0	(M) May be inoperative in the closed position.		
2) Models C-90, C-90A, C-90GT, E-90, C-90GTi	C	2	1	(M) One may be inoperative in the closed position for pressurized flight.		
	C	2	0	(M)(O) May be inoperative in the closed position for unpressurized flight.		
3) Model 65-A90-1 When Modified By MRI Number 02-21-01, dated 06/01/02	C	2	0	(M) May be inoperative provided: a) Affected valve(s) is/are verified in the closed position, and b) Windshield heat is operative.		
3. Bleed Air Shutoff Valves (C90, E90)				DELETED REV. 9 (Moved to item 21-2-2).		
4. Safety Valve	C	1	0	(M)(O) May be inoperative provided: a) Airplane remains unpressurized, and b) The dump valve is secured open.		
5. Outflow Valve	C	1	0	(O) May be inoperative provided: a) Airplane remains unpressurized, and b) The dump valve is open.		

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		4. REMARKS AND EXCEPTIONS				
21	AIR CONDITIONING					
6.	Pressurization Controller	C	1	0	(O) May be inoperative for unpressurized flight.	
7.	Cabin Rate Of Climb Indicator	C	1	0	May be inoperative for pressurized flight provided Differential Pressure/Cabin Altitude Indicator is operative.	
8.	Differential Pressure/Cabin Altitude Indicator	C	1	0	(O) May be inoperative for unpressurized flight.	
9.	Cabin Altitude Warning System	C	1	0	(O) May be inoperative for unpressurized flight.	
10.	Automatic Temperature Controller	C	1	0	May be inoperative provided manual control is operative.	
11.	Electric Heater	C	1	0		
12.	Combustion Heater	C	1	0	(M)	
13.	Ventilation Blower				DELETED Revision 8.	
14.	Combustion Air Blower	C	1	0	May be inoperative provided combustion heater is not operated.	
15.	Air Conditioner	C	1	0	(M)	
16.	Heater Hourmeter	C	1	0	(O)	

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
22 AUTOPILOT					
1. Autopilot System	C	-	0	(M) May be inoperative provided operations do not require its use. NOTE: RVSM is not authorized.	
2. Yaw Damper	C	1	0	(M)	
3. Autopilot Disconnect (AP/YD/DISC Trim Switches)	C	2	1	One may be inoperative on the non-flying pilot side provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require the use of the autopilot.	
	B	2	0	May be inoperative provided: a) Autopilot is not used, and b) Second level switch trim interrupt function remains operative. NOTE: RVSM is not authorized.	
	B	2	0	(M) May be inoperative provided: a) Autopilot is considered inoperative, b) Electric Elevator Trim is considered inoperative, and c) Yaw Damper is considered inoperative. NOTE: RVSM is not authorized.	

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		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS AND EXCEPTIONS				
23 COMMUNICATIONS						
1.	Communications Equipment (VHF, UHF)	D	-	-	Any in excess of those required by FAR may be inoperative provided it is not powered by an emergency power source and not required for emergency procedures.	
1) ***	Ground Communications Power	D	-	0		
2.	Cockpit Speaker System (includes audio amp.)	C	2	0	May be inoperative provided an operative headset is provided for each crewmember.	
3.	Passenger Address System					
1)	Passenger Configuration	C	1	0	(O) May be inoperative provided alternate normal and emergency procedures and/or operating restrictions are established and used.	
2)	Cargo Configuration	D	1	0		
4.	Cockpit Voice Recorder (CVR)					
1)	With FDR Installed	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR is operative, and b) Repairs are made within three (3) flight days.	
2)	Without FDR Installed	A	1	0	May be inoperative provided repairs are made within three flight days.	
3)	CVR for other than Air Carrier or Commercial Operator Certificate Holder	A	1	0	May be inoperative provided repairs are made in accordance with applicable FARs.	

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
23 COMMUNICATIONS					
5. Audio Amplifiers					Deleted, Rev. 6
6. Static Discharge Wicks	C	-	-		One wick may be missing or broken from: a) Each wing (includes aileron) b) Each side of horizontal stabilizer, c) Vertical Stabilizer (includes tail cone and ventral fin(s). Maximum of 5 wicks may be missing or broken.
7. Voice Activated Interphone	C	-	0		
8. High Frequency (HF) Communication System	D	-	-		Any in excess of those required by FAR may be inoperative.
	C	-	1		(O) May be inoperative while conducting operations that require two LRCS provided: a) SATCOM voice or Data Link operates normally, b) Alternate procedures are established and used, c) SATCOM coverage is available over the intended route of flight, and d) If INMARSAT codes are not available while using SATCOM voice, prior coordination with the appropriate ATS is facility is required. NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATS facility.

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		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS AND EXCEPTIONS				
23	COMMUNICATIONS					
9.	Boom Microphone (includes headset mic)					
1)	With FDR and Cockpit Voice Recorder Equipped To Record Boom Microphone	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.	
2)	With Only Cockpit Voice Recorder Equipped To Record Boom Microphone	A	-	0	May be inoperative provided repairs are made within three flight days.	
3) ***	Without Cockpit Voice Recorder Equipped To Record Boom Microphone	D	-	0	Any in excess of those required by FAR may be inoperative.	
10.	Emergency Locator Transmitter (ELT)					
1)	Survival Type ELTs	D	-	-	Any in excess of those required by FAR may be inoperative or missing.	
2)	Fixed ELTs	A	-	0	May be inoperative or missing provided repairs are made within 90 days.	
		D	-	-	Any in excess of those required by FAR may be inoperative or missing.	
a) ***	Remote Switch	D	1	0	(M) May be inoperative provided: a) Remote switch is disconnected from the ELT, and b) ELT switch is placed in the ARM position.	

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		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS AND EXCEPTIONS				
24 ELECTRICAL POWER		B	2	1	DELETED, REV 6 DELETED, REV 6 DELETED, REV 6 One may be inoperative for day VFR. DELETED, REV 6	
1. DC Volt/Loadmeters (65-90, A90, B90)						
2. DC Loadmeters (C90 and E90)						
3. DC Generator Caution Lights						
4. Inverters						
5. Inverter Warning Light						

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
25 EQUIPMENT/ FURNISHINGS					
1. Cockpit Shoulder Harness	B	-	1	May be inoperative on right side provided the seat is not occupied.	
2. Passenger Seats	C	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) Affected seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.	
1) Recline Mechanism	C	-	-	May be inoperative and seat occupied provided seat is secure in the upright position.	
2) Armrest	C	-	-	May be inoperative or missing and Seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the Main Aircraft Aisle, and c) For an Armrest with a Recline Mechanism, Seat is secure in the UPRIGHT position.	
3. Flotation Equipment *** (Life Vest)	D	-	-	Any in excess of those required by FAR may be inoperative or missing.	
4. ELT				DELETED Rev.11 See Chapter 23	

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		4. REMARKS AND EXCEPTIONS				
25	EQUIPMENT/ FURNISHINGS					
5. ***	Non-Essential Equipment & Furnishings (NEF)		-	0	May be inoperative, damaged, or missing provided the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, and procedures, are outlined in the (insert name) Manual. (M) & (O) procedures, if required, must be available to flight crew. NOTE: Exterior Lavatory Door Ash Trays are not considered NEF items.	
6. ***	EMS Equipment	C	-	0	(M) May be inoperative provided the inoperative system/component is deactivated and secured.	
7.	Emergency Medical Equipment					
1)	Automatic External Defibrillator (AED) And/Or Associated Equipment	D	-	0	May be incomplete, missing, or inoperative	
2)	Emergency Medical Kit (EMK) And/Or Associated Equipment	D	-	0	May be incomplete, missing, or inoperative.	
3)	First Aid Kit (FAK) And/Or Associated Equipment	D	-	-	Any in excess of those required by FAR may be incomplete or missing provided required distribution is maintained.	
8.	"Fasten Seat Belt While Seated" Sign Or Placard	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.	

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25	EQUIPMENT/ FURNISHINGS					
9.	Waste Receptacles Access Doors/Covers	C	-	-	(O) May be inoperative provided: a) The Container is EMPTY and the access is SECURED to prevent waste introduction into the Compartment, and b) Procedures are established to ensure that sufficient Galley Waste Receptacles are available to accommodate all waste that may be generated on a flight.	
10.	Exterior Lavatory Door Ashtrays	A	1	0	May be missing provided it is replaced within three calendar days.	
11.	Storage Compartments / Closets	C	-	-	(O) May be inoperative provided: a) Procedures are established to secure Compartment closed, b) Any Emergency Equipment located in affected compartment is considered inoperative, and c) Affected Compartment is not used for storage of any item(s) except for those permanently affixed.	
12.	Cargo Restraint Systems	C	-	-	(M) May be inoperative or missing provided acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document are observed	
		C	-	-	May be inoperative or missing provided Cargo Compartment remains EMPTY	
13.	Pyrotechnic Signal	D	-	0	Any in excess of those required by FAR may be inoperative or missing.	

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		2. NUMBER INSTALLED				
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		4. REMARKS AND EXCEPTIONS				
26 FIRE PROTECTION						
1. Portable Fire Extinguisher		D	-	-	Any in excess of those required by FAR may be inoperative or missing provided: a) Inoperative fire extinguisher is tagged inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.	
2. Engine Fire *** Extinguisher Systems		C	2	0		

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		4. REMARKS AND EXCEPTIONS				
27 FLIGHT CONTROLS						
1. Trim Tab Indicators (Rudder And Aileron)	C	2	0	May be inoperative provided: a) Tab is visually checked for full range of operation, b) Tab operation is not restricted, and c) Tab is positioned to neutral prior to each departure and neutral position is verified by visual inspection.		
2. Flap Position Indicator	C	1	0	May be inoperative provided: a) Flaps are visually checked for full travel and flap operation is not restricted, and b) Flaps are visually checked for proper setting prior to each departure.		
3. Electric Elevator Trim	C	1	0	(M) May be inoperative provided manual trim is operative and unaffected.		
4. Rudder Boost System (C90A, C90GT & C90GTi Only)	C	1	0			

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	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
28 FUEL					
1. Standby Fuel Boost Pumps (65-90, E90)	C	2	1	One may be inoperative. NOTE: AFM limitations must be observed.	
2. Fuel Transfer Pumps (65-90, 65-A90, B90, C90, C90A, C90GT, C90GTi)	C	2	0	May be inoperative provided: a) Usable fuel is reduced by 28 gallons on the side(s) with inoperative pump, and b) Fuel Quantity Indicators are operative.	
3. Auxiliary Fuel Transfer Systems (E-90)	C	2	0	May be inoperative provided: a) All fuel contained in the auxiliary tank(s) on the inoperative side(s) is considered unusable, and b) Fuel quantity indicating system is operative.	
4. Main Fuel Quantity Indicators (65-90, 65-A90, B90)	C	2	1	(O) One may be inoperative provided: a) A reliable means is established to determine that fuel quantity on board meets the regulatory requirements for the flight, b) Both Fuel Flow Indicators are operative, c) Both Auxiliary Fuel Quantity Indicators are operative, and d) Both NO FUEL XFR Annunciators are operative.	
5. NO FUEL XFR Annunciators (65-90, 65-A90, B90, C90, C90A, C90GT, C90GTi)	C	2	1	One may be inoperative provided both Fuel Quantity Indicators are operative.	
6. Fuel Totalizer	C	1	0	(M)	

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	2. NUMBER INSTALLED					
	3. NUMBER REQUIRED FOR DISPATCH					
	4. REMARKS AND EXCEPTIONS					
28 FUEL						
7. Auxiliary Fuel Quantity Indicators (65-90, 65-A90, B90)	C	2	1	(O) One may be inoperative provided: a) Both Main Fuel Quantity Indicators are operative, and b) A reliable means is established to determine that fuel quantity on board meets the regulatory requirements for the flight.		
8. Fuel Quantity Indicators (E90)	C	2	1	(O) One may be inoperative provided: a) A reliable means is established to determine that fuel quantity on board meets the regulatory requirements for the flight, b) Both AUX EMPTY Lights are operative, and c) Both Fuel Flow Indicators are operative.		
9. Fuel Quantity Indicators (C90, C90A, C90GT, C90GTi)	C	2	1	(O) One may be inoperative provided: a) A reliable means is established to determine that fuel quantity on board meets the regulatory requirements for the flight, b) Both NO FUEL XFR Annunciators are operative, and c) Both Fuel Flow Indicators are operative.		
10. Crossfeed Light				DELETED Revision 11		
11. AUX EMPTY Annunciators (E-90)	C	2	1	One may be inoperative provided both Fuel Quantity Indicators are operative.		
12. Shadin Fuel Flow Indicator ***	D	-	0	(M)		

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		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS AND EXCEPTIONS				
30	ICE & RAIN PROTECTION					
1.	Surface Deice System (Wing, Vertical And Horizontal Stabilizer)	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
2.	Windshield Heat	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
3.	Windshield Wipers	C	2	0	May be inoperative provided flight is not conducted in precipitation within 5 nautical miles of the airport of takeoff or intended landing.	
4.	Pitot Heaters	B	2	0	Left heated pitot tube must be operative for IFR passenger carrying and for flight in known or forecast icing conditions. Two heated pitot tubes are required for these conditions if a second airspeed indicator is installed and operative.	
5.	Propeller Deice Systems	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
6.	Stall Warning Heater	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
7.	Heated Fuel Vents	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	

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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
31	INDICATING/ RECORDING SYSTEMS				
1.	Clock With Sweep Second Hand, Or Electric Digital Clock	C	-	0	As required by FAR.
2.	Flight Hour Recorder	C	1	0	(O)
3. ***	Flight Data Recorder (FDR) System				
	(Air Carrier and Commercial Operator Certificate Holders)	C	1	0	Any in excess of those required by FAR may be inoperative.
		A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1. The FDR failure occurs after pushback but prior to takeoff or 2. The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within three flight days.
(Continued)					

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		4. REMARKS AND EXCEPTIONS				
31	INDICATING/ RECORDING SYSTEMS					
3. ***	Flight Data Recorder (FDR) System (Continued)					
1)	FDR Recording Parameters Required By FAR	A	-	-	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar days.	

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		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
32 LANDING GEAR					
1. Brake Deice System		C	1	0	(M)
2. Parking Brake		C	1	0	(O)

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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
33 LIGHTS					
1. Cabin Light System	C	-	-	(O) Individual lights may be inoperative provided: a) Emergency Exit Lighting System is operative, if installed, b) Sufficient Lighting is available for crew to perform required duties, and c) Sufficient Lighting is operative for passenger carrying operations at night.	
2. Cockpit/ Flight Deck Flight Compartment And Instrument Lighting System	C	-	-	Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crewmembers eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.	
3. Strobe Light System	C	1	0		
4. Taxi Light	C	1	0		
5. Wing Ice Light	C	1	0	May be inoperative for day operations.	
	C	1	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground Icing Procedures do not require its use.	

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
33 LIGHTS					
6. Landing Lights	C	2	0	May be inoperative for day operations.	
	C	2	1	One may be inoperative for night operations provided Taxi Light is operative.	
7. Position Lights	C	3	0	May be inoperative for day operations.	
8. Anti-Collision Beacon Light System	B	1	0	May be inoperative for day operations.	
9. Recognition Lights	C	2	0		
10. Passenger Notice System (Fasten Seat Belt-No Smoking)	C	1	0	(O) May be inoperative provided appropriate verbal briefings are given to the passengers.	
11. Baggage Compartment Lights	C	-	0		
12. (Reserved)					
13. Master Caution Light				DELETED, REV 6	
14. Pulse Light System ***	D	1	0		
15. Logo Lights ***	D	-	0		

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	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34 NAVIGATION					
1. Altimeter, Barometric Pressure Adjustable (Except Proline 21 equipped)	B	2	1	May be inoperative on right side provided a second in command is not required for the flight. NOTE 1: Where a servoed electric altimeter is installed, a functioning pneumatic altimeter is required. NOTE 2: RVSM is not authorized.	
2. Airspeed Indicators (Except Proline 21 equipped)	B	2	1	May be inoperative on right side provided a second in command is not required for the flight. NOTE: Where a servoed electric airspeed indicator is installed a functioning pneumatic airspeed indicator is required.	
3. Gyroscopic Pitch And Bank Indicators (Except Proline 21 equipped)	B	2	1	May be inoperative on right side provided: a) Second in command is not required, and b) Aircraft does not have an Electronic Attitude Direction Indicator (EADI) installed on left side.	
4. Gyroscopic Directional Indicator Systems (Except Proline 21 equipped)	B	2	1	May be inoperative on right side provided: a) Second in command is not required, and b) Aircraft does not have an Electronic Horizontal Situation Indicator (EHSI) installed on left side.	

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	4. REMARKS AND EXCEPTIONS					
34 NAVIGATION						
5. Gyroscopic Rate Of Turn/Slip Skid Indicators (Except Proline 21 equipped)	B	2	1	May be inoperative on right side.		
	B	2	0	May be inoperative provided: a) Aircraft is not operated IFR or VFR Over-the –Top, and b) Aircraft is not operated at night.		
6. Vertical Speed Indicators (Except Proline 21 equipped)	B	2	1	May be inoperative on right side.		
	B	2	0	May be inoperative on left side except for IFR passenger carrying operations.		
7. Flight Director (Except Proline 21 equipped)	C	1	0	May be inoperative provided approach minimums are not based on its use.		
8. Radar Altimeter	C	-	0	(O) May be inoperative provided: a) TAWS/GPWS is considered inoperative, b) TCAS is considered inoperative, c) Approach procedures do not require its use, d) Alternate procedures are established and used, and a) Repairs are made within two flight days.		
9. Weather Radar/Thunderstorm Detection Equipment	C	1	0	As required by FAR.		

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34 NAVIGATION					
10. ATC Transponders And Automatic Altitude Reporting Systems		B	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.
		D	-	1	Any in excess of those required by FAR may be inoperative.
1) Elementary And *** Enhanced Downlink Aircraft Reportable Parameters Not Required By FAR		A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next heavy maintenance visit.
2) ADS-B Squitter *** Transmissions		A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next heavy maintenance visit.
11. Marker Beacon		C	-	0	May be inoperative provided approach procedure does not require its use.
12. Altitude Encoder					DELETED, See ATC Transponder
13. Navigation Equipment (VOR/ILS, RNAV, Loran, INS, GPS)		C	-	-	As required by FAR.
14. Distance Measuring Equipment (DME)		D	-	-	Any in excess of those required by FAR may be inoperative.
15. Radio Magnetic Indicator (RMI) (Except Proline 21 equipped)		D	-	-	Any in excess of those required by FAR may be inoperative.

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			4. REMARKS AND EXCEPTIONS			
34	NAVIGATION					
16.	Automatic Direction Finder (ADF)	D	-	-	Any in excess of those required by FAR may be inoperative.	
17.	Altitude Alerting System (Except Proline 21 equipped)	A	-	0	(O) May be inoperative provided: a) Autopilot with altitude hold is operative, b) Enroute operations do not require its use, and c) Repairs are made within three flight days.	
		C	-	0	May be inoperative provided it is not required by FAR. NOTE: RVSM is not authorized.	
18.	Nonstabilized Magnetic Compass	B	1	0	May be inoperative provided any combination of three Gyro or IRU/AHRS stabilized compass systems are operative	
		B	1	0	May be inoperative provided: a) Any combination of two gyro or IRU/AHRS stabilized compass systems are operative, and b) Aircraft is operated with dual independent navigation capability and under positive radar control by ATC on the enroute portion of the flight.	
		B	1	0	May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operative, and used in conjunction with approved free gyro navigation techniques.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY			
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34	NAVIGATION				
19. ***	Traffic Alert And Collision Avoidance System (TCAS I)	B	-	0	(M)(O) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
		C	-	0	(M)(O) May be inoperative provided: a) Not required by FAR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.
20. ***	Traffic Alert And Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
		C	-	0	(M) May be inoperative provided: a) Not required by FAR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.
1) ***	Combined Traffic Alert (TA) And Resolution Advisory (RA) Dual Display	C	2	1	(O) One may be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on flying pilot side.

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		4. REMARKS AND EXCEPTIONS				
34	NAVIGATION					
20. ***	Traffic Collision And Avoidance System II (TCAS II) (Continued)					
2)	Resolution Advisory (RA) Display System(s)	C	2	1	(O) One may be inoperative on non- flying pilot side.	
		C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) display elements and voice command audio functions are operative, b) TA ONLY Mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	
3)	TA Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	
4)	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
5) ***	Airspace Selection Function	C	-	0		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM

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4. REMARKS AND EXCEPTIONS

34 NAVIAGTION

21. Terrain Awareness
Warning System
(TAWS)/Ground
Proximity Warning
System (GPWS)
(Class A Or B
Required)

A

—

0

(O) May be inoperative provided:

- a) Alternate procedures are established and used.
- b) Repairs are made within two (2) flight days.

(Class C TAWS Or
GPWS Not required By
FAR)

C

—

0

(O) May be inoperative provided alternate procedures are established and used.

NOTE: Any mode that operates normally may be used.

1) GPWS (Class A Or B Required)

A

—

0

(O) May be inoperative provided:

- a) Alternate procedures are established and used.
- b) Repairs are made within two (2) flight days.

a) Modes 1-4 (Class A TAWS Required)

A

4

0

(O) May be inoperative provided:

- a) Alternate procedures are established and used, and
- b) Repairs are made within two (2) flight days.

a) Modes 1 & 3 (Class B
TAWS Required)

A

2

0

(O) May be inoperative provided:

- a) Alternate procedures are established and used, and
- b) Repairs are made within two (2) flight days.

b) Test Mode (Class A Or B Required)

A

1

0

(O) May be inoperative provided:

- a) GPWS is considered inoperative, and
- b) Repairs are made within two (2) flight days.

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	4. REMARKS AND EXCEPTIONS				
34 NAVIGATION					
21. TAWS / GPWS					
1) GPWS (Continued)					
c) Glideslope (Mod Deviation (Mode 5) (Class A TAWS Required)	C	-	1		
	B	-	0		
c) Modes 2, 4, & 5 (Class *** B TAWS Required)	C	3	0		
d) Advisory Callouts (Class A or B Required)	B	-	0		(O) May be inoperative provided alternate procedures are established and used.
	C	-	0		(O) May be inoperative provided: a) Advisory callout not required by FAR, and b) Alternate procedures are established and used.
e) Windshear Mode *** (Reactive) (Class A TAWS Required)	B	1	0		(O) May be inoperative provided alternate procedures are established and used.
					NOTE: Alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
	C	1	0		(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.
e) Windshear Mode *** (Reactive) (Class B TAWS Required)	C	1	0		(O) May be inoperative provided alternate procedures are established and used.
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34	NAVIGATION					
21.	TAWS / GPWS (Continued)					
2)	Terrain System Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions (Class A Or B Required)	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
3)	Terrain Display (Class A TAWS Required)	C	-	1		
		B	-	0		
3) ***	Terrain Display (Class B TAWS Required)	C	-	0		
4) ***	Runway Awareness & Advisory System (Class A Or B Required)	C	1	0		
22. ***	Flight Profile Advisory System	D	-	-		
23. ***	Skywatch Traffic Advisory System	D	-	0		

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34 NAVIGATION					
24. Flight Management System					
1) Navigation Databases	C	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and d) Approach Navigation Radios are manually tuned and identified.	
25. Navigation Management System					
1) Navigation Databases	C	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.	
26. Moving Map Display *** (Except Proline 21 equipped)	D	-	-		
27. Traffic Collision *** Avoidance Device (TCAD)	D	-	-		
28. Ground Proximity Alert *** Advisory System (GPAAS)	D	-	-		

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34 NAVIGATION						
29. Automatic Dependent Surveillance Broadcast (ADS-B) System		D	-	0	May be inoperative provided it is not required by FAR. NOTE: If ADS-B is installed in lieu of or as replacement for FAR required equipment, the repair category in the operator's MEL will be the same as that of the FAR required equipment.	
1) Link And Display Processor Unit (LDPU)		D	-	0	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other aircraft systems may be used.	
2) Cockpit Display And Traffic Information (CDTI)		D	-	0	NOTE: ADS-B data transmissions may continue.	
3) CDTI Control Panel		D	-	0	May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to the flight crew.	
4) Data Link Transmitter(s)		D	-	0		
5) Data Link Receiver(s)		D	-	0		
30. Multifunction Display (Collins EFIS-84 Only) (3 tube or 5 tube)		C	1	0	(O) May be inoperative provided the Multifunction Processing Unit (MPU) is operative.	

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		4. REMARKS AND EXCEPTIONS				
35 OXYGEN						
1. Passenger Oxygen System		C	1	0	As required by FAR.	
1) Passenger Oxygen Masks		C	-	0	Individual oxygen masks or dispensers may be inoperative or missing provided the affected seat is placarded "DO NOT OCCUPY".	
2. Protective Breathing Equipment ***		D	-	0		

U.S. DEPARTMENT OF TRANSPORTATION					MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION						
AIRCRAFT: BEECHCRAFT King Air 90			REVISION NO: 11 DATE: 06/16/2008		PAGE NO: 46-1	
1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY				
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS AND EXCEPTIONS				
46	INFORMATION SYSTEMS					
1. ***	Electronic Flight Bag System (EFB)	C	-	0	(O) May be inoperative provided alternate procedures are established and used to ensure all information associated with the flight is available at the pilot station in current and appropriate form. NOTE 1: If alternate source is electronic, dual redundancy is required for operation. NOTE 2: Any function, program or document which operates normally may be used.	
1) ***	Power Connection (Class 1 & 2)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
2) ***	Mounting Device (Class 2)	C	-	0	(M) (O) May be inoperative provided: a) The associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.	
3) ***	Data Connectivity (Class 2)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
4) ***	EFB Printer	C	-	0	May be inoperative provided all affected pertinent flight information is printed and available prior to departure.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY				
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS AND EXCEPTIONS				
46	INFORMATION SYSTEMS					
2.	Integrated Flight Information System (Pro Line 21 IFIS-5000 only)					
1)	File Server Unit (FSU) (FSU INOP message)	C	1	0	May be inoperative provided all information associated with the flight is available at the pilot station in current and appropriate form.	
***		C	2	0	(O) One or both may be inoperative provided alternate procedures are established and used to ensure all information associated with the flight is available at the pilot station in current and appropriate form. NOTE: If alternate source is electronic, dual redundancy is required for operation.	
2)	Cursor Control Panel (CCP)	C	-	0	(O) May be inoperative provided alternate procedures are established and used to ensure all information associated with the flight is available at the pilot station in current and appropriate form.	
3) ***	Communications Management Unit (CMU)	C	1	0	(O) May be inoperative provided alternate procedures are established and used for ACARS and Universal WX inoperative.	
4) ***	Third VHF Comm Radio	C	1	0	(O) May be inoperative provided alternate procedures are established and used for ACARS and Universal WX inoperative.	
5) ***	XM Satellite Weather System	C	1	0		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
52 DOORS					
1. Cabin Door Warning Light		C	1	0	(O) May be inoperative provided: a) A flight crewmember confirms by visual inspection that the door is latched prior to each departure, b) Fasten seat belt sign remains on, or passengers are orally briefed to remain seated with their seat belts fastened, and c) Aircraft must be operated unpressurized

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1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY				
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS AND EXCEPTIONS				
61 PROPELLERS						
1. Autofeathering System (Except C90GT & C90GTi)		C	1	0		
2. Propeller Synchrophaser		C	1	0		
3. Propeller Synchroscope		C	1	0		
4. Reverse Not Ready Light		C	1	0	May be inoperative provided propeller levers are in high rpm position for reversing.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
77 ENGINE INDICATING					
1. Engine Trend *** Monitoring System		D	1	0	